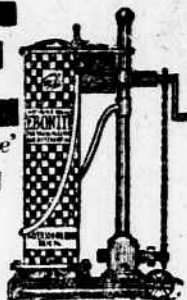


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EBONITENever Say Gear Lubricant Without Saying 'Ebonite'
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Case Is Enough for All SeasonRemember—take EBNITE only from the
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Pennsylvania Petroleum Products
MAKERS OF AUTOCRAT MOTOR OIL**The Sunday Motorist**An Abridged Magazine for Car Owners. Edited by
WILLIAM ULLMANTime was made for slaves, but
automobiles now use it to
decorate charge slips.**Helping the Motor on Hills.**Much of the difficulty in hill climbing
in high gear is due to unnecessary
wasting of power by incompetent
driving. Many a driver "kills"
his engine on a long grade simply
because he does not give the car
enough speed at the bottom and thus
encourages overheating by denying
the engine the advantage of the addi-
tional draft of cool air which is
available at higher car speeds. Fre-
quently this type of hill does not
appear particularly steep and the
consequence is the driver does not
feed enough gas, allowing the en-gine to run too slow, to struggle and
eventually overheat.
A source of lost power in hill
climbing which is too often over-
looked is the bouncing of rear wheels
over a rough road. Every bounce of
a wheel that is driving means a loss
of momentum due to the temporary
diversion of attention to avoiding the holes
in the road or feeding less gas for
an instant while the car is on an un-
avoidable rough place.A lot of drivers imagine they are
gaining momentum by rushing over
the rough places, but they could
accomplish more by taking it easier.
Unless the throttle is closed mo-
mentarily while the wheels are going
over a very rough spot with the car
in second gear the machine will
often come almost to a standstill.
When under power the wheels tend
to run free, and when they are fa-
vored with the opportunity they run
wild.The practice of cutting gears
when there is no need for it does
so has led to the habit of taking
the short cut around curves when
hill climbing. This accounts for the
"lost power" of many a motorist be-
cause the grade of the inner side of
the curve is always greater than
that of the outer side. The driver
who in hill climbing keeps to the
outer edge of curves—provided they
are not dangerous—will find that
the same sort of advantage Dobbin
used to enjoy when his owner helped
him up hills by criss-crossing from
one side of the road to the other.In hill climbing an apparently in-
consequential thing will often mark
the difference between making it
"high" or resorting to "second."
Keeping on the crown of the road
is just one of the determining fac-
tors. The driver who keeps getting
off into the gutter or ditch unneces-
sarily increases the resistance to
again tries to steer up on the
crown. In hill climbing every little
thing counts. The point is to know
what these things are.An optimist is one who believes
his car actually does the mileage he
gallon that the man who sold it to
him said it would.**Both Hands on the Wheel.**Motorists are cautioned time and time
again to drive with both hands on the
wheel, yet one hand steering continues
unabated and is too often encouraged
by the stock argument that as practically
all makes of cars are equipped with
steering gears of the irreversible type
no ordinary, unexpected road inequality
will be more than one hand can com-
fortably handle.But the road surface is not the only
factor to be considered in steering, as
an investigation of a recent odd acci-
dent showed. A driver was ambulating
along a quiet street at no more than
ten miles an hour. He was steering
with the left hand only, grasping the
rim of the wheel a little above the left-
way point on the left side. The other
hand was saluting a passing pedestrian.
Suddenly, and without warning, a day-
dreaming motorist ran his car squarely
into the rear left fender of the slow
moving machine, causing it to bound
forward. The sudden impact from be-
hind naturally threw everything for-
ward, including the driver, and since his
left hand was firmly grasping the wheel
it exerted a sudden upward motion to
the right. That meant heading in the
direction of the pavement, where a
sturdy telegraph pole was in readiness
to smash up the front of the machine.
Had both hands been on the wheel
the forward motion of the man's body
and his hands would not have had such
decisive effect upon the steering. In
all probability the car would have
bounded straight ahead, sparing all the
front end damage. Nowadays in motor-
ing what's before you is often deter-
mined by what's behind.**The Village Mechanic Says:**"Say, I'd like to have a dollar for
every car that backfires comin' down
this hill. I don't mean the sort of fire-
works some cars make when the timin'
is a little off. I mean the sort that can
be remedied by retuning the engine or, temporarily,
by shutting off the ignition when going
downhill. The real backfire trouble
comes from switching on the ignition
again when the bottom of the hill is
reached. This is caused by having the
throttle open when switching on the
ignition. The driver's foot should be
kept off the accelerator until the igni-
tion is on, otherwise the charge of un-
burned gas in some one cylinder is going
to go off like a shot and ignite the un-
burned gas in the exhaust manifold. I
fix many a muffler that is blown off on
this account.""Have you noticed that practically
everybody who buys gas from me raises
the hood and decides to take a quart
of oil too? Many of these cars are new
models which ought to run from two
to five hundred miles to a quart. Yet
when the owners raise the hood in front
of my place they find that the oil indica-
tor is lower than usual—so they imme-
diately decide that they need oil. But
do they really need it? That's the point.
That slight incline of the paving
just where a car would stand when
getting gas is the joker. I've yet to see
a motorist come to the conclusion that
the oil indicator would necessarily read
wrong if the car wasn't standing on the
level. Sometimes the indicator will
show more oil than the crank case really
contains; sometimes it will show less.
The way cars stand in front of my shop
the indicators show less. My conscience
tells me I ought to tell 'em but I don't.
Gosh darn it, I guess P. T. Barnum had
the right idea. If I told every driver
who stopped off that he really didn't
need oil there'd be another one every
minute asking for it."**Insurance Inquiries.**Q. Must a policyholder accept the
amount of indemnity as determined by
the automobile insurance adjuster?A. The policyholder is given the
right of resorting to an appraisal of
the loss, one appraiser being appoint-
ed by each party to the insurance
contract. The appraisers select, in
turn, a disinterested umpire, to whom
they submit their differences if they
fail to agree.Q. Is the cost of appraisal charged
to the insurance company or to the
motorist?A. The expenses of appraisal must
be equally shared by insurer and in-
sured.Q. Why must a motorist usually
wait sixty days before the insurance
company sends draft to indemnify
for loss occasioned by theft of car?A. The policy contract specifically
states that the loss shall not become
payable until sixty days after notice.**AUTO GLASS**FOR WINDSHIELDS OR BODIES.
Installed While You Wait.
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1017 NEW YORK AVE. N.W.**TIRES**ON
Time Payments
Guaranteed
Goodrich—Diamond
OR
Any Standard Make
One-Third Cash
Balance at Your Convenience
No Advance in Prices**TIRE SALES CO.**

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ascertainment, estimate and verified
proof of loss. In the case of a stolen
car it is very necessary for the pro-
vision because the car may be re-
turned within that space of time, and
may be in better condition then when
stolen. If the companies settled im-
mediately for all cars reported as
total theft losses they would soon
be in the used car business. They
have enough cars on their hands al-
ready—cars which have been found
after the owners had been indemni-
fied.**Did You Know That—**The water pump packing nut fre-
quently has a left hand thread and
should, therefore, be turned to the
right. The nut must be tightened in
the same direction as the shaft turns.
Repairs to the radiator drain cock
can be made without first draining
off the water by plugging up the end
of the overflow pipe with a cork.
The water will then not run out at
the drain because there is no inlet
air. The radiator cap should be
screwed on tight while the work is
being done.Using two cylinder head gaskets in-
stead of one will slightly increase the
power of an engine. Raising the
head in the displacement of each
cylinder so that it can accom-
modate more gas and thus deliver
more power. A special extra thick
gasket comes for old cars in need of
pepping up. Valve tappets should al-
ways be readjusted after this work
is done, as the clearances will be in-
creased.**Observations.**A fatalist is a man who can feel
comfortable when his wife is driving
him home from the office during rush
hour.Some of these drivers who burn
their headlights in the daytime in
order to keep their batteries from be-
coming overcharged might better
waste current by using the horn a
little more frequently.Those who are forever delivering
sermonettes on the strikingly human
features of the automobile will doubt-
less make good use of the prediction
that we will soon be running our
cars on castor oil. Hope our engines
take to it better than we do. Why not
play safe by trying Castrol?Judging by the number of neglected
cars on the streets, some people who
choose their cars for appearance
must have an awful change of heart
once the check is signed.A clever automobile salesman could
sell many a car to many a "dad" by
telling "son" that the car falls to
pieces at speeds over thirty miles an
hour.An eastern city that keeps a close
check on motor car accidents found
that a very large percentage of the
trouble was caused by sprinkling the
streets in the early evening. With
the streets wet, visibility is lowered
and skidding is encouraged. Why not
obviate the annoyance by sprinkling
the streets after midnight or before
sunrise?

By those who levy taxes the car

owner is regarded as the upper crust
of society which should be done
brown; and, like bakers and dough
gatherers, they invariably see to it
that browned he is.**Parking Pointers.**The proper way to "make" a small
parking space is first to steer the car
slightly into it and then out again
before backing in. This brings the
rear wheels nearer the curb in prepa-
ration for the backing process and
thus facilitates the work of making
a neat parking job. Most motorists
drive up parallel with the car ahead
of the parking space and then back.
This requires more room, increases
the possibility of bumping the rear
fender of the car ahead and, in gen-
eral, makes the work more difficult.The embarrassment of holding up
traffic while preparing to back into a
parking space can be avoided by
parking head first into the space
temporarily. When traffic has passed,
back out and take your time doing
the job in the manner outlined above.
This method also saves forfeiting a
space to some one who may sneak in
behind while you are preparing to
back.When backing into or pulling out
of a tight position where the utmost
care must be exercised to prevent
applying too much gas and hitting
another car it is often a good plan
to set the emergency brake part way.
This acts as a drag on the car, thus
forestalling the possibility of moving
forwards or backwards too reck-
lessly.

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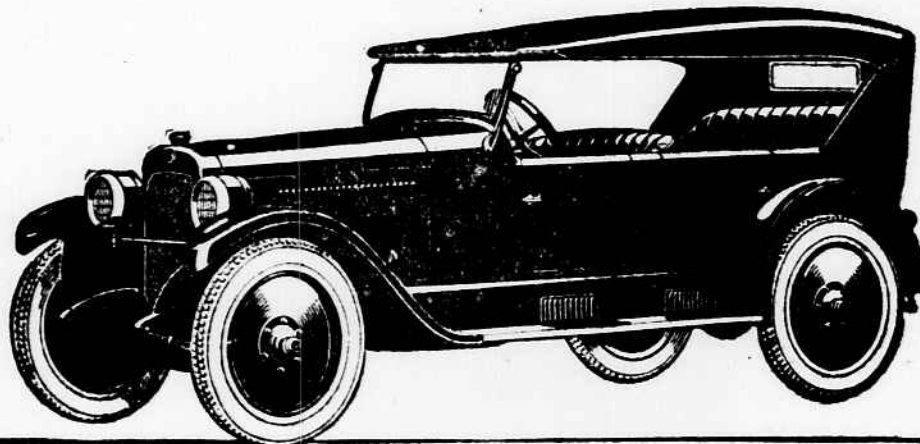
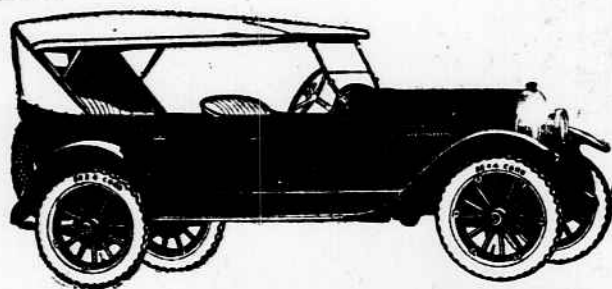
During the second quarter of 1922
the entire automobile industry produced
763,000 motor vehicles, with 1,137,000
cars and trucks for the full six months.**Parts for
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gears, axles, springs
installed while you
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**GASOLINE SUBSTITUTE
POSSIBILITIES MANY**Chemists Working With Straw,
Molasses Gas, Tetralene, Alcohol,
Shale and Naphtha.Motorists who are worrying over
the prospects of a gasoline famine a
hundred years hence may now turn
over and go to sleep. There isn't go-
ing to be any gas run out—never,
never, say the sharps who figure out
such matters.Here is the good news:
Chemists are at work on the de-
velopment of motor fuel from a dozen
different substances, the more ordi-
nary of which are alcohol, acetol,
shale, tetralene, molasses gas, rice
straw, naphtha and ordinary straw.
Apart from all this, benzol and
kerosene, they say, will last as long
as wood and coal exist. Shalenee, ob-tained from the shale fields of Col-
orado, is also said to offer one of the
best substitutes for gas yet known,
and there appears to be an almost
endless supply of this.To the Automobile Editor:
Kindly recommend some substance
which can be applied to the leather
washer of a pump so as not to allow
the air to filter through and thus cause
loss of time. I have been told to oil
the leather, but the oil will be forced
out in time and so give the same
trouble again. H. L. K.A little neatsfoot oil or castor oil
applied to the leather washer of the
pump will remedy the trouble. It will
take a long time to force the oil out of
the leather as you suggest. If this does
not remedy the trouble the leather
washer should be replaced unless there
is a dent in the side of the pump, in
which case a new barrel or a new pump
is necessary. These directions apply
to the hand pump on the dash as well
as to the tire pump.**REO****PRICES NOW IN EFFECT**

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CHALMERS
SIX****Chalmers Six at \$1185
Unprecedented Value**In fine performance and long life, in dignity
and beauty, the Chalmers Six at the new price
of \$1185 is an unprecedented value.Its worth as a motor car investment is so out-
standing as to be absolutely without question.The delights of fine six-cylinder motoring are
now available to those who in the past have
been forced to be content with less.**New Chalmers Six Prices**5-Passenger Touring Car, \$1185 Roadster, \$1185
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Touring Is Now \$995**At this new price, announced August 1, no other car even
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to the genuine economy of its operation and its long-life.Moreover, the continuous and unwavering performance of this
car, at all times and under all conditions, is assured by its spe-
cial, written, 15,000 mile engine guarantee.Examine this New Oakland today—Compare it with any other
car at anywhere near its price—Its superior value is unmistak-
ably evident. Its high quality remains unchanged.**The New Prices F. O. B. Factory**Roadster - \$975 2 Pass. Coupe \$1185 Sport Car \$1165
Touring Car 995 4 Pass. Coupe 1445 Sedan - 1545Oakland Motor Car Company, Pontiac, Michigan
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immediate and nation-wide. Sales rose to new
records monthly and at this writing we are
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on every model in the Nash line, and this
proves, as nothing else could prove, the truth-
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Seven-Passenger Touring 1390
Seven-Passenger Sedan . 2190
Coupe 1890
Roadster 1210
Sport Model 1395**FOURS**Five-Passenger Touring . \$ 935
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